



Memorandum

TO: RULES AND OPEN
GOVERNMENT COMMITTEE

FROM: Betsy Shotwell

SUBJECT: SEE BELOW

DATE: December 2, 2014

Approved

Date

12/4/14

**SUBJECT: 2015 LEGISLATIVE GUIDING PRINCIPLES, PRIORITIES AND
ADVOCACY ISSUES**

RECOMMENDATION

1. Accept the 2015 Legislative Guiding Principles and the Legislative Priorities and Advocacy Issues for the first year of the two-year Legislative Session in Sacramento and the 114th Congress.
2. A one-week turnaround to the City Council is requested so that the City's lobbyists can advocate Council direction in Sacramento and in Washington, D.C.

OUTCOME

Input from the Rules and Open Government Committee will be incorporated into the 2015 Legislative Guiding Principles and Priorities and will be forwarded to the City Council for adoption. At that time the Council will have the opportunity to discuss these issues and others if so desired. The Legislative Guiding Principles and Priorities represent a framework for organizing the City's legislative interests at the Federal, State, and regional levels. The following key legislative guiding principles form the foundation of the City's advocacy efforts:

- Protect local control;
- Ensure region's competitiveness through strategic economic development;
- Protect and increase local funding; no unfunded mandates;
- Pursue Federal and State funding for key efforts;
- Create new financing tools for local government to support economic development and build affordable housing ;
- Promote livability, sustainable development, and environmental protection;
- Support efforts to keep San José safe; and
- Promote investment in infrastructure maintenance and rehabilitation.

The Legislative Guiding Principles serve as guidance for City officials who serve on regional, State, and national boards, committees, and commissions when they are asked to review public policy matters.

BACKGROUND

In the fall of 2014, City Departments developed and/or updated legislative principles that have been consolidated into the City's 2015 Legislative Guiding Principles. During the months of October and November, the draft Guiding Principles document was presented before the Transportation and Environment, Neighborhood Services and Education, Public Safety, Finance and Strategic Support, and Community and Economic Development Committees. This document provides a framework for formulating City-sponsored legislation and directing the City's support, opposition, or co-sponsoring of State and Federal legislation.

ANALYSIS

2015 Legislative Guiding Principles

To assist the City in improving and enhancing the quality of urban life for our residents, the edited changes to the Legislative Guiding Principles made by the Departments are shown with underlining in the attached draft 2015 Legislative Guiding Principles. There were no edits or additions recommended for the document at the Council Committee meetings.

2015 Legislative Priorities and Advocacy Issues Matrices

Concurrent to the development of the Guiding Principles, staff has developed the 2015 Legislative Priorities and Advocacy Issues, which consist of actionable items of high priority to the City (and the legislative work plan). These items include both State and Federal priorities. In addition to the above mentioned legislative strategies the City will pursue in Sacramento and in Washington, D.C., we are pursuing legislative priorities to seek State and Federal funding opportunities, as example, for transportation infrastructure, housing and public safety equipment. Together, the documents form the foundation for proactive participation with our State and Federal delegation on those issues of highest priority to the City in 2015.

The 2015 Legislative Priorities identify prioritized actionable items briefly described under the categories as follows:

- Airport: Reduce Budget Impacts and Financing Costs/Increase Revenues
- Maximize Transportation Funding
- Housing: Secure Program Funds and Improve Housing Program Delivery
- Ensure Public Safety
- Pursue Funding for Parks and Recreation

- Federal Tax Treatment of Public Employee Pension Contributions
- Communications- Support Local Control Over the Collection of Public Telecommunications Fees
- Environmental Services – Advance Environmental Initiatives

As stated in the Legislative Guiding Principles, the City supports legislation that will enhance the City's ability to maintain a balanced budget, deliver stable quality City services, and minimize the costs of operations.

As these "living" documents concern circumstances that will be in play during the entire legislative year, staff will update the Council regularly and provide amendments to the documents as needed for Council review and direction. These priorities will require proactive advocacy with policy-makers and active partnerships and collaborations with a wide variety of organizations at the regional, State and Federal levels.

Determination of Official City Positions on State and Federal Issues

This annual process also allows for the opportunity to clarify the process for bringing pending legislation forward to the Rules Committee for a recommended City position.

Following adoption each year of the Legislative Guiding Principles and Legislative Priority and Advocacy Issues, the City's staff and lobbyists are provided direction for recommending positions either in support, opposition or amending of pending legislation. Council adoption of the Rules Committee recommendation of a City position on a bill then provides the City's lobbyists direction for advocacy on issues of high priority to the City Council.

In addition to this "standard process" for taking a position on a bill at Rules, the Council adopted in December 2009, the "expedited bill process" which allows our lobbyists to take swift action on bills in Sacramento or in Congress. The expedited bill process includes staff review of pending legislation, input from the City's lobbyists and determination if the City's Legislative Guiding Principles/Priorities reflect an existing principle in support/opposition of the bill and if the City may have taken previous action on a bill. Finally, with approval by the Mayor, the City Manager and the City Attorney, a position is taken and our lobbyists take quick action. This is particularly helpful in July or when the Council does not have a scheduled meeting. The item is then brought before the Rules Committee for "reaffirmation" of the City's position.

On occasion, members of the Council also bring forward pending bills to Rules for City positions. It has been the custom of Rules to refer measures then to the appropriate City staff for review and return to the Rules and Open Government Committee with a recommended City position. In the interest of being timely, Councilmembers are encouraged to contact Intergovernmental Relations prior to submitting their memorandum to Rules so that City staff can review the measure prior, and provide analysis and a recommended City position. This then provides the Rules Committee with the department's analysis as well as potential impacts to the City.

EVALUATION AND FOLLOW UP

Staff will continue to keep the Council informed as to the status of the Federal Budget and Debt Limit negotiations in Washington D.C. during the "Lame Duck" session in Congress and will update the Rules and Open Government Committee on December 10. Staff will provide the Council with the status of the Federal budget and negotiations pending that might impact the City.

The State Legislature will return to Sacramento on January 5th, with the Governor's Proposed FY 2015-16 State Budget due to be released on January 10. Staff will also provide a verbal Sacramento update at the December 10 Rules and Open Government Committee. Prior to, and following the deadline for bill introduction in Sacramento in late February, staff will review legislation of potential interest or concern to the City and bring forward to the Rules and Open Government Committee recommendations for City bill positions. Subsequent legislative reports will also be brought forward in the following months to the Council policy Committees for Council review and discussion.

COORDINATION

The documents attached were coordinated with City Departments, the City Attorney's Office, the City's Legislative Advocate in Sacramento, and the City's Federal lobbyist firm of Squire Patton Boggs, LLP.

POLICY ALIGNMENT

The 2015 Legislative Guiding Principles, Legislative Priorities and Advocacy Issues, will further the City's legislative policy goals and form the foundation of the City's efforts to work with our regional, State and Federal partners on issues of concern and interest to the City.

/s/

BETSY SHOTWELL

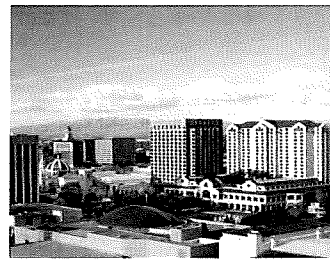
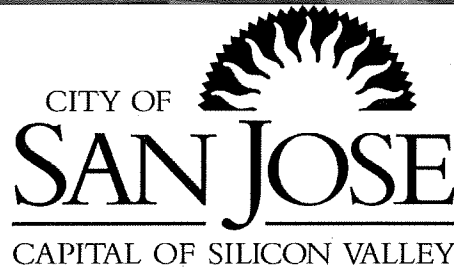
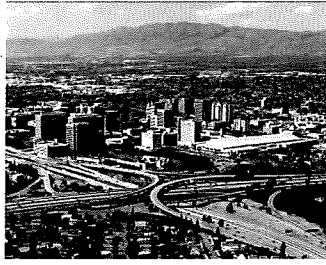
Director, Intergovernmental Relations

For more information contact Betsy Shotwell, Director of Intergovernmental Relations, (408)535-8270.

Attachments:

- A. 2015 Legislative Guiding Principles
- B. 2015 Federal and State Legislative Priorities and Advocacy Issues
- C. 2015 State and Federal Legislative Calendars

ATTACHMENT A. 2015 LEGISLATIVE GUIDING PRINCIPLES



City of San José 2015 Legislative Guiding Principles

This document highlights the City's legislative guiding principles. Together with the City's legislative priorities, they form the basis of the City's efforts to work with our federal and state, and regional partners. This document is organized by the following legislative guiding principles:

- **Protect Local Control**

The City values its ability and authority to exercise local control, enable excellent public services and protect and enhance the quality of life for San José residents and businesses. The City supports efforts to streamline regulations that simplify the job of running the City and opposes efforts that erode the City's authority to control its own affairs.

- **Ensure Region's Competitiveness Through Strategic Economic Development**

The City embraces efforts to obtain funding for economic development and environmental initiatives, including planning and implementation of regional transportation and traffic congestion relief projects, the creation of affordable housing, and the creation of a Clean Technology economic sector.

- **Protect and Increase Local Funding; No Unfunded Mandates**

Oppose legislation, policies, or budgets that have negative impacts on City services, revenues or costs. Support legislation that aids recovery of City costs stemming from state and federal mandates.

- **Pursue or Retain Federal and State Funding for Key Efforts**

In order to support the City's efforts and key policies to provide quality services, affordable housing, transportation, and public infrastructure for its residents and businesses, it is necessary that the federal and state governments act as partners with local government and provide appropriate levels of funding for these City and regional efforts.

- **Create New Financing Tools for Local Government to Support Economic Development and Build Affordable Housing**

The City supports legislation and policies that support local initiatives to develop or redevelop the community to strengthen the local and regional economy and to accommodate local workers' housing needs in places close to transit and jobs.

- **Promote Livability, Sustainable Development, and Environmental Protection**


The City values a sustainable quality of life in an urban environment, including child care, aging and youth services, urban parks and open space, recreation facilities, environmental and climate protection, resource conservation, vibrant libraries, arts and culture. The City supports legislation and policies that emphasize sustainable development; improve environmental standards and the regulatory process; provide incentives and financial support for preservation of natural resources; promote sustainable energy policies; and are consistent with the Green Vision.

- **Support Efforts to Keep San José Safe**

The City supports legislation and policies that enable local officials to access resources to provide quality police, fire, emergency management, emergency medical services, youth violence prevention initiatives, and to engage the community in its own safety.

- **Promote Investment in Infrastructure Maintenance and Rehabilitation**

The City supports legislation and policies that promote investing in the maintenance and rehabilitation of aging infrastructure and build system capacity expansion to support smart growth principles.



Under these Guiding Principles the City's Legislative Activities for 2015 Include:

I. Protect Local Control

The City values its ability and authority to exercise local control, enable excellent public services and protect and enhance the quality of life for San José residents and businesses. The City supports efforts to streamline regulations that simplify the job of running the City and opposes efforts that erode the City's authority to control its own affairs.

Specifically, the City supports efforts, legislation, and policies that:

1. Protect local government revenues by maintaining local authority over the collection of fees and generation of revenues.
2. Reward cities that routinely provide their fair share of housing, while relieving them of slow, unnecessary, or unproductive regulatory review.
3. Allow greater local control regarding the location and permitting of group homes, while ensuring reasonable accommodations to persons with disabilities.
4. Protect the rights of cities to develop and manage local integrated waste management facilities, programs, and materials.
5. Promote the ability of cities, in the area of telecommunications, to have control over the collection of fees and raising of revenues through franchise agreements.
6. Protect local decision making in relation to transportation and land-use decisions.
7. Result in an appropriate balance between promoting construction activity and City goals, thus enabling the highest return for capital improvement dollars while making San Jose a city that is attractive and desirable to pursue opportunities for construction activity.
8. Promote a regulatory environment that allows and encourages cities to implement innovative programs to achieve local, state, and national environmental goals.
9. Protect the City's ability to enforce and maintain protections for mobilehome residents.

10. Promote federal legislation that simplifies the administration and management of tax-exempt debt including the calculation and tracking of private activity.
11. Support continuation of the City of San Jose's Housing Authority Moving to Work designation and ensure that the program meets local housing needs.
12. Protect the City's inclusionary housing programs from challenges so as to integrate housing with a range of incomes throughout San Jose.
13. Promote and protect local control and decision making related to the City's fiscal stability and health.
14. Support legislation and policies concerning the siting of charter schools that preserve and protect the City's land use and development authority and existing zoning regulations.
15. Support the passage of state legislation that requires transportation network companies (TNCs) to:
1) have adequate business automobile liability insurance; and 2) conduct rigorous background clearances on TNC affiliated drivers.

And opposes legislation that:

16. Reduces the authority and/or ability of local government to determine how best to effectively operate local programs, services and activities.
17. Impedes or reduces the ability of local government to make and implement decisions regarding administrative and financial matters reflective of local interests and priorities.
18. Results in duplication, unnecessary costs, waste and/or more difficult or complex administration without a correspondingly equal or greater benefit.
19. Results in the reduction or elimination of the Airport's authority to require permits and fees for companies providing ground transportation services at the airport.

II. Ensure Region's Competitiveness through Strategic Economic Development

The City embraces efforts to obtain funding for economic development and environmental initiatives, including planning and implementation of regional transportation and traffic congestion relief projects, the creation of affordable housing, and the creation of a Clean Technology economic sector.

The City supports efforts, legislation, and policies that:

1. Provide resources and incentives for workforce training, job creation, small business development, and research and development, especially for green jobs.
2. Give more flexibility to Workforce Investment Boards and enable WIBs to target services according to local needs.
3. Encourage innovation, spur demand and remove barriers to consumer adoption of clean technologies and sustainable products.
4. Improve methods of assessment, collection and allocation of local revenues, and oppose efforts that threaten the sources and flexibility of existing revenues.
5. Support the implementation of the San José International Airport Terminal Area Improvement Program, Phase II when traffic levels rebound and warrant proceeding with the program.
6. Support legislation that allows for the flexible use or repayment of local agency funds to advance key transportation issues.

7. Support legislation that encourages and/or enhances economic development and/or additional air service at airports and, more specifically, at Mineta San Jose International Airport.
8. Support legislation to capture appropriate tax revenues from airline a la carte pricing to support the federal Airport and Aviation Trust Fund.
9. Support legislation that temporarily or permanently exempts airport bonds from the Alternative Minimum Tax.
10. Support legislation that authorizes local aviation authorities to use demand management strategies to encourage more efficient allocation of air service in the region.
11. Provide incentives at the state and federal levels for the creation of manufacturing companies.

And opposes legislation that:

12. Limit or eliminate the ability of airports to collect existing fees for air and ground services that benefit the public.
13. Undermines San José's competitiveness and the City's revenue base, or that adversely impact San José-based businesses.

III. Protect and Increase Local Funding; No Unfunded Mandates

Oppose legislation, policies, or budgets that would have negative impacts on City services, revenues or costs. Support legislation that aids recovery of City costs stemming from state and federal mandates.

Support initiatives, legislation and policies that:

1. Result in the development and implementation of a plan to address the State's public finance system. Pursue reform and advocate for measures that enhance the City's ability to govern and provide essential services with dedicated local funding sources.
2. Ensure that mandated programs provide administrative funding to offset the local costs.
3. Support the cost of public safety overtime associated with federal actions and mandates.
4. Promote policies that provide a more sustainable and cost-effective delivery of workers' compensation benefits for injured City employees.
5. Provide State funding and efforts that strengthen the monitoring of sex offenders.
6. Ensure sufficient funding for security efforts, and law enforcement, including funding for staffing, facilities, training and equipment.
7. Support State and Federal transportation funding mechanisms and support legislation to reduce the approval of taxes and bonds for transportation and infrastructure funding measures to less than two-thirds majority.
8. Support state and federal aviation legislation, policies, funding and activities with the objective of:
 - 1) securing funding that will support Airport development; 2) improving the safety, security and convenience of airport facilities and processes, provided airports are not required to bear an undue proportion of the costs; 3) increasing the Passenger Facility Charges (PFC) ceiling rate; 4) maintaining and increasing funding for the Airport Improvement Program (AIP); 5) allowing airports greater flexibility in the use of locally-generated revenues, PFC's and AIP funding; and 6) ensuring federal capital and operating programs are funded by stable and predictable revenue streams.

9. Promote a national aviation policy that provides airports with: 1) long-term funding stability; 2) more local empowerment; 3) flexible, adequate funding sources; 4) reduced need for debt financing and reduced debt financing cost; and 5) streamlined approval processes.
10. Curb and/or control the escalating cost of employer provided healthcare and encourage competition.
11. Through grants, support and reimburse the cost of any state-mandated seismic retrofits of single residential or multi-family building structures and mobilehomes determined as vulnerable or unsafe by local, state, or federal government-sanctioned structural engineers.

IV. Pursue or Retain Federal and State Funding for Key Efforts

In order to support the City's efforts and key policies to provide quality services, affordable housing, transportation, and public infrastructure for its residents and businesses, it is necessary that the federal and state governments act as partners with local government and provide appropriate levels of funding for these City and regional efforts.

1. Create, protect and maximize the funding from and efficacy of federal programs to meet San Jose's affordable housing, and fund community development needs.
2. Seek and maximize federal, State and regional funding for housing and infrastructure resources, especially those that prioritize funding to cities that facilitate their fair share residential needs in accordance with Housing Element law. For new affordable housing funding sources, ensure that they include a return to source provision.
3. Ensure that state and federal housing and community development related tax programs, policies, and proposals maximize and protect the benefits to San José.
4. Support legislation that achieves consistency between federal and state affordability requirements to maintain the financial feasibility of affordable rental developments.
5. Increase California's conforming loan limits and FHA multifamily loan limits.
6. Seek funding for storm water Best Management Practices in parks and open space facilities.
7. Preserve and pursue California's and San José's share of federal and state transportation funding, as well as increase overall investment to meet the needs for system preservation and improvement.
8. Seek funding for the implementation of the Envision San José 2040 General Plan, including master planning and zoning efforts to facilitate Urban Villages, mixed-use transit oriented urban development and development of complete, resilient and equitable communities.
9. Support legislation that dedicates resources that will sustain, protect, restore and expand parks and outdoor recreation lands.
10. Seek federal and state funding for the build out and repair of the City's Green Vision Goal #10 of 100 miles of interconnected trail systems.
11. Provide funding for library construction; enhanced library services; the infrastructure, connectivity, tools, and educational experiences that promote digital inclusion; and professional development and training for library staff and early childhood educators.
12. Pursue transportation policies that support flexibility for local agencies, "state of good repair," metropolitan mobility/urban priority, highway safety, and streamlining project delivery, including

timely reauthorization of the Federal transportation bill. (The current bill, MAP 21 is set to expire in May 2015).

13. Facilitate new transportation funding mechanisms such as mileage-based user fees, vehicle license fees/tax (VLF/VLT) and congestion pricing to offset declining gas tax revenues associated with mandated improvement to fuel efficiency.
14. Provide rewards in the form of funding for transportation, affordable housing, parks and other infrastructure to communities that have the largest share of Regional Housing Need Allocations (RHNA).
15. Support efforts that promote regional transit priorities (California High Speed Rail, BART, Caltrain, Light Rail, Bus Rapid Transit and Diridon Station Expansion.) Additionally, support roadway/interchange improvements, bikeways, pedestrian enhancements and emerging technologies, along with the necessary funding sources.
16. Restore Federal Justice Assistance Grant (JAG) funding to assist with purchase of necessary equipment to perform law enforcement functions.
17. Support legislation, policies and programs that provide funding opportunities through market driven mechanisms, such as the state's Cap and Trade program that may provide revenues for City priority projects and programs that offset Greenhouse Gas Emissions (GHG).
18. Continue to oppose the federal sequestration cuts that took effect in 2013 and urge a bipartisan and balanced approach to deficit reduction by incorporating spending cuts with additional revenues. As implemented, advocate for the reduction of impacts to local programs.
19. Support legislation and/or policies that require Customs and Border Patrol (CBP) to share information with local airports on how CBP is staffed and funded as well as urge/required the increased use of technology by CBP to speed the processing of foreign visitors.
20. Support legislation that increases funding for the hiring of Customs and Border Protection staff to process arriving and departing international visitors.
21. Oppose legislation that reduces funding for airport capital projects to fund ongoing FAA operating costs.
22. Support legislation to stimulate the economy, boost job growth, enhance the competitiveness of U.S. companies, and increase Federal, State and local tax revenues, by allowing existing profits earned by foreign subsidiaries of U.S. companies to be repatriated at a reduced U.S. tax rate to immediately inject capital into the U.S. economy creating jobs and deploying capital.

V. Create New Financing Tools for Local Governments to support Economic Development and Build Affordable Housing

The City supports legislation and policies that support local initiatives to develop or redevelop the community to strengthen the local and regional economy and to accommodate local workers' housing needs in places close to transit and jobs.

The City supports legislation and policies that provides for financing sources to assist in: the continued revitalization of downtown, and neighborhood business districts; the implementation of Envision 2040 and the Urban Village Plan; establishing incentives for businesses to create new jobs and that strengthen the middle class; developing workforce training and job ladder programs; the creation of new affordable housing in priority areas; and building infrastructure projects in low and moderate income neighborhoods.

1. Preserve and augment the City's Housing Asset Fund (a.k.a. the former 20% Housing Set-Aside) and support the creation of a permanent, dedicated funding source for the creation of vitally-needed affordable housing.
2. Support efforts to stimulate economic development activities that fund the investment projects that help both the local and State economy by producing a net positive economic gain of creating and retaining jobs, attracting and retaining businesses, and attracting private investment into blighted neighborhoods.
3. Support federal and state efforts to facilitate equitable development and plans that seek to provide diverse, inclusive, and complete communities.

VI. Promote Livability, Sustainable Development, and Environmental Protection

The City values a sustainable quality of life in an urban environment, including child care, aging and youth services, urban parks and open space, recreation facilities, environmental and climate protection, resource conservation, vibrant libraries, arts and culture. The City supports legislation and policies that emphasize sustainable development; improve environmental standards and the regulatory process; provide incentives and financial support for preservation of natural resources; promote sustainable energy policies; and are consistent with the Green Vision.

The City supports legislation and policies that promote livability, sustainable development, and environmental protection and specifically that:

1. Advance initiatives and secures funding to address climate change, and supports San Jose's Green Vision efforts to become a Sustainable City, through Green Building initiatives, water recycling and reuse, pollution prevention practices, water and energy efficiency, renewable energy, waste reduction, regional, and state initiatives.
2. Enact Extended Producer Responsibility (EPR) statewide and nationally.
3. Protect the environment through conservation and, preservation of natural resources, habitat, and improving the health of local watersheds.
4. Streamline the CEQA process, to promote infill and high-density housing and employment near public transportation corridors.
5. Promote research, development, production and procurement of environmentally preferable goods, services, and transportation.
6. Support the implementation of revised poverty formula into federal housing and social service funding formulas, which provides a more accurate account of the City's high cost of living and the ability of families to meet their basic needs.
7. Promote Housing Element reform to address regional planning and land-use issues of concern to San Jose.
8. Address infrastructure regulation and funding for improvements in mobilehome parks that serve low-income households and increases the State's oversight and funding for these issues.
9. Provide funding and tools to facilitate the development of affordable/mixed-income residential development in transit corridors/transit stations in urban villages and in infill opportunity areas.
10. Provide funding and tools to preserve and increase the supply of affordable housing in gentrifying communities.

11. Provide funding for retrofitting of weatherization for multifamily housing, single-family housing, mobilehomes and commercial development.
12. Support efforts that increase the resources available for the City to effectively respond to homelessness, including efforts to facilitate the implementation of the Housing First model, to support the goals of Destination: Home, to increase the supply of tenant-based and project-based Section 8 vouchers to house this vulnerable population, and shaping legislation and programs that provide funding for homelessness response.
13. Support funding to address homeless encampment issues along local creeks.
14. Support source reduction and increased recycling and composting in order to achieve Zero Waste.
15. Support new legislative or regulatory initiatives to develop environmental regulations and standards that consider cross-media transfer of pollutants from one medium to another and cross media impacts (e.g. shifting impacts from water to soil or air.)
16. Facilitate efforts that provide greater flexibility for installing renewable energy projects (e.g. solar PPA's) on municipal and community sites, including financing mechanisms, tax and/or private activity exemptions and environmental streamlining.
17. Support efforts that provide greater flexibility for the successful delivery of transportation projects including innovative project management tools, as well as environmental streamlining.
18. Provide funding for transportation, trail systems, parks, libraries and other infrastructure that supports infill and higher density housing and employment, as well as Transit-Oriented Development (TOD).
19. Support legislation that supports the growing role of public parks and recreation in improving individual and community health through increased physical activity, the prevention of chronic diseases and increased social connections for children, youth, adults, seniors and persons with disabilities.
20. Provide funding for the preservation of open space and the acquisition of parkland in park deficient and low-income communities and adjusts for the high cost of living in the Bay Area.
21. Facilitate collaboration between cities and schools to increase community use of facilities.
22. Promote "producer-pays" and secondarily "user-pays" policies as they relate to costs associated with handling, recycling, and disposal of hazardous and/or universal waste materials, or handling or clean-up of litter.
23. Maintain a city's ability to manage the location of growth, such as Urban Growth Boundaries and other techniques.
24. Seek federal and state funding and supports legislation that: Furthers the development of a vibrant arts and cultural sector; Promotes visual and performing arts education and fosters lifelong arts and cultural learning in the arts; Fosters high quality art design in urban planning; Promotes the creative industries, including creative entrepreneurs and the commercial creative sector; Supports the availability of diverse cultural spaces and places throughout the community.
25. Provide funding for library services, materials, and facilities to ensure equal access to information and lifelong education for all San Jose residents.
26. Support adult and family literacy services that increase the self-sufficiency of families and improve the educational achievement of children.
27. Promote digital inclusion for all San Jose residents by funding San Jose Public Library services that provide access to high speed Internet, current hardware and software, digital content, and training on the digital literacy skills needed for effective use of information and communication technologies.

28. Promote quality early education programs for young children and address the need for increased early care options to meet the needs of San Jose families.
29. Support multimodal travel including public transit, biking, and walking; enhance community livability; and promote sustainable compact development.
30. Provide funding for integrated land-use planning, mixed-use development, and dense, compact development, especially as it relates to reversing inefficient, low-density, sprawl development in suburban regions.
31. Provide financial and/or tax incentives to the public and private sector that supports the development installation and use of renewable energy, particularly solar energy.
32. Support legislation and changes to national and state transportation design standards promoting Envision 2040 goals related to complete streets, bicycle and pedestrian facilities, which allows for the design and construction of innovative projects.
33. Support and advance efforts to increase the health and resilience of San Jose's neighborhoods and communities.

VII. Support Efforts to Keep San José Safe

The City supports legislation and policies that enable local officials to access resources to provide quality police, fire, emergency management, emergency medical services, youth violence prevention initiatives, and to engage the community in its own safety.

Support legislation and policies that:

1. Provide opportunities for community policing and public safety education programs.
2. Secure or protect ongoing funding for Homeland Security and emergency management efforts to enable the City, as a local first responder, to effectively respond to all forms of emergencies and disasters.
3. Provide ongoing support for proposals related to interoperability of voice/data communications systems for Police and Fire.
4. Increase prevention and intervention based recreation services that deter gang involvement and involve youth in positive alternatives.
5. Seek federal and state funding to help with public safety throughout the parks, trail systems and recreation system through the use of Park Rangers.
6. Promote transportation safety and security for all modes including traffic calming within neighborhoods, safe routes to school for children, and increased local authority to set effective traffic control practices on local streets.
7. Provide innovative funding sources to increase enforcement and safety measures on local streets as well as provides funding to provide transportation safety education.
8. Promote technologies that provide for the increased safety of road users including, pedestrians, bicyclists and drivers.
9. Increase resources that effectively address and assist individuals impacted by domestic violence through prevention, education, and intervention programs and services.
10. Further deploy a nationwide 700 MHz Interoperability Public Safety Broadband Network to ensure multi-jurisdiction communication that is fundamental to a swift and full recovery as well as sustaining public confidence during a time of crisis.

11. Urge federal Drug Enforcement, and the Food and Drug Administrations to remove marijuana from Schedule 1 of the Controlled Substances Act of 1970.
12. Provide technology and resources to engage our community in creating clean and safe neighborhoods.
13. Increase resources for programs that reduce and control blight and graffiti.
14. Support State and Federal legislation and policies which establish guidelines monitoring the distribution of medical marijuana; protect the City's land use authority; ensure the safety of its residents and allow for the recuperation of costs for enforcement.

VIII. Promote Investment in Infrastructure Maintenance and Rehabilitation

The City supports legislation and policies that promote investing in the maintenance and rehabilitation of aging infrastructure and build system capacity expansion to support smart growth principles. Ideally such legislation would:

1. Promote legislation and policies that increase local control of utility infrastructure.
2. Fund infrastructure, construction, repair and replacement of flood control and storm drainage systems, potable and recycled water systems, energy efficiency and renewable energy infrastructure, sanitary sewer systems, and waste water treatment facilities in all areas of San Jose.
3. Ensure adequate funding of the San José-Santa Clara Regional Wastewater Facility infrastructure needs.
4. Encourage public utility companies to prioritize and efficiently maintain and construct underground projects.
5. Enable the development and protection of transportation funding for the maintenance, repair and operations of local streets, trail systems and roads.
6. Provide funding for improvements and restoration of aging infrastructure in the existing parks, urban open spaces, and other recreational facilities.
7. Reduce the legal barriers to the establishment of assessment districts to allow for greater flexibility with the creation of districts for maintenance and infrastructure opportunities.
8. Support creation of a federal Infrastructure Bank and broader eligible uses for state Infrastructure Financing Districts to finance local infrastructure projects, including transportation, water, energy, affordable housing, and other uses.
9. Invest in the maintenance and infrastructure upgrades to the Airport, building facilities (e.g. libraries, public safety), and technology, including communications.
10. Support legislation and policies that strengthen the ability of local agencies to protect their infrastructure assets from theft, including nonferrous metals and other critical items.
11. Provide funding for improvements and restoration of aging public library facilities.

**ATTACHMENT B. 2015 FEDERAL AND STATE LEGISLATIVE PRIORITIES
AND ADVOCACY ISSUES**

CITY OF SAN JOSE - FEDERAL

2015 LEGISLATIVE PRIORITIES AND ADVOCACY ISSUES

LEGISLATIVE PRIORITY	TYPE	A. Revenue Enhancement B. Public Policy Change C. Appropriation Request			POTENTIAL FISCAL IMPACT	SCHEDULE / MILESTONES	LEAD STAFF / DEPT
		A	B	C			
Airport: Reduce Budget Impacts and Financing Costs/Increase Revenues							
Support the Passage of FAA reauthorization legislation that: 1. Adjusts of the ceiling for Passenger Facilities Charges (PFCs) to no less than \$8.50 per enplaned passenger and includes a cost of living index to maintain PFC buying power; 2. Maintains and, preferably, increases Airport Improvement funding; and 3. Supports the modernization of the national air traffic control system	Federal	X			Up to an additional \$17.7 million a year in revenue (based on current level of passenger activity and depending on if and how much the ceiling is raised).	June 2007: Council adopts legislative position to increase the PFC ceiling level. CSJ Request: 1) Increase the ceiling of \$4.50 Passenger Facility Charge (PFC) to at least \$8.50 and index it to the cost of living to maintain PFC buying power; 2) maintain or increase the current level of Airport Improvement Program funding; 3) provide a permanent exemption from the Alternative Minimum Tax for airport bond funding.	Jim Webb - Airport
Support the passage of federal legislation that provides a permanent exemption from the alternative minimum tax on airport bond funding.	Federal		X		Exact amount unknown but potentially significant	Consequence/Results: Any increase in PFC revenues will allow the Airport to more rapidly pay down outstanding bond debt for past safety, security, operational and environmental improvement projects as well as bond debt accumulated as a result of the \$1.3 billion rebuilding of the Airport. The additional revenue to pay down the debt will lower the Cost per Enplaned Passenger ratio and make the Airport more competitive for additional/new air service. A permanent exemption from the Alternative Minimum Tax on airport bonds would mean a significantly lower interest rate on bonds the Airport may need to issue in the future.	
Federal Tax Treatment of Public Employee Pension Contributions							
Secure Treasury/IRS Approval regarding tax issues related to public pension contributions -- Support federal action that would clarify tax issues and enable	Federal		X			CSJ Request: The City along with other local and state interests and organizations are seeking changes to pension plan offerings that can address budget problems while also	City Manager's Office/City Attorney's Office

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offerings of alternative pension plans that would ensure a more sustainable pension system, reduce costs to employees, and strengthen local and state government financial conditions.						reducing the cost of retirement benefits to public sector employees through their voluntary election of alternative plans. Consequences/Results: A favorable Treasury ruling would allow for City employees to have an option to choose a lower-cost set of pension benefits as allowed by Measure B.	
Communications – Support Local Control Over the Collection of Public Telecommunication Fees							
The Community Access Preservation (CAP) Act – Support passage of federal legislation related to Public Education and Government (PEG) Access fees received through cable of video franchises that; 1) increase the cap on PEG fees; and/or 2) removes restrictions on how these funds can be spent.	Federal	X	X		If successful, the City would have additional funds to support the operations budget of CivicCenterTV, City's Government Access channel, and CreaTV, the non-profit that operates Public Educational Access channels in San José on behalf of the City	If it had passed, HR 1746 – The CAP Act – would have allowed PEG fees to be used for any PEG-related purpose; prevented cable operators from charging for the transmission of the channels; required the FCC to study the effect state video franchise laws have had on PEG channels; and required operators to provide the support required under state laws, or the support historically provided for PEG, or up to 2% of gross revenue, whichever is greater. Consequences/Results: In 2012, HR 1746 lacked bi-partisan support and it appears that more education is needed as well as a leader on this issue in the Senate. There is probable chance that this bill will be reintroduced in the 2015-2016 session.	Dave Vossbrink/CMO

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Environmental Services - Advance Environmental Initiatives							
<p>San Jose Environmental Innovation Center (EIC): Adaptive reuse of a 46,000 square foot historic warehouse on a 4.2 acre light industrial property that is centrally located in the City of San Jose and Santa Clara County.</p> <p>The EIC includes: a building materials store operated by Habitat for Humanity that diverts materials away from landfills and raises proceeds to achieve Habitat's home building mission; a household hazardous waste drop-off facility operated by Santa Clara County for safe and proper disposal of common products that can be toxic to humans and the environment; laboratory and conference space for environmentally-focused workshops and job training programs managed by Prospect Silicon Valley (Prospect SV).</p> <p>The facility provides opportunities for City and County residents, particularly those at lower income levels and in underserved areas, to enter the green economy and improve their access to quality jobs. Prospect SV helps companies attract investors, demonstrate and test prototypes of technological solutions. Prospect SV has formed a partnership with Lawrence Berkeley National Laboratory to further accelerate commercialization and adoption of clean technologies that aim to overcome energy and environmental challenges.</p>	Federal			X	<p>Total On-Going and Future Costs: \$30 million project total</p> <p>Local/Non-Federal Commitment: \$11.5 million</p> <p>Federal Appropriation Request for FY 14: \$1.5 Million</p>	<p>CSJ Request: \$1,500,000 in Federal funds</p> <p>Consequences/Results: Receiving funding in FY 15-16 would assist Prospect SV establish programs that accelerate commercialization of clean technologies, and provide educational and/or job training workshops. Aside from programmatic needs, funding could also be used to plan a possible expansion of the EIC into an adjacent City-owned property.</p>	Kerrie Romanow / Jo Zientek, - ESD Kim Walesh -OED
<p>Biomethane Production Demonstration Project - This project entails the development of a demonstration-scale gasification facility that will use urban wood waste and biosolids for the production of transportation –quality fuel. The goal of this project is to demonstrate that biomethane suitable for upgrading and compression to meet transportation fuel standards can be produced through the gasification of wood and biosolids feedstocks and that such decentralized facility can be successfully operated for distributed.</p>	Federal			X	(See CSJ Request)	<p>CSJ Request: \$1,000,000 in Federal Funds</p>	Kerrie Romanow / Stephanie Molloy – Environmental Services

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South Bay Water Recycling: Formerly known as the San Jose Area Water Reclamation and Reuse Program is requesting \$11.7 million which will fulfill the federal obligation under the existing authorization by reimbursing the federal share of past expenses and enable the City to continue to invest in the water reuse program.	Federal			X	(See CSJ Request)	CSJ Request: \$11,700,000 in Federal Funds	Kerrie Romanow / Michele Young – Environmental Services
Housing - Secure Housing Program Funds and Improve Housing Program Delivery							
<p>Maximize Federal Funding for Affordable Housing – As the State of California has eliminated Redevelopment—once the primary funding source in our State to build affordable housing—it is imperative that the federal government provide additional resources to meet our community's housing needs.</p> <p>In order to meet anticipated population increases, per our 2014-2023 State-mandated Regional Housing Needs Allocation goals, the City of San José must plan for approximately 4,400 total homes annually, 2,600 of which need to be affordable to extremely low-, very low-, low- and moderate-income households. These affordable homes require public assistance because the market does not produce these units on its own.</p>	Federal	X		X	Tens of millions of dollars are needed to help the City address the housing needs of lower-income people, including special needs populations such as homeless, veterans, disabled, and seniors.	<p>CSJ Request:</p> <ol style="list-style-type: none"> 1. Ensure that the Administration and Congress protect and maximize funding for affordable housing, including the HOME, CDBG, ESG, HOPWA, and VASH programs--in the federal budget. 2. Be actively involved in legislation that advances the funding and implementation of the National Housing Trust Fund in a manner that responds to the high cost of living in California and in San Jose. <p>Consequences/Results: Without additional permanent, dedicated source of funds for affordable housing, it will not be possible to produce affordable housing in the future or protect our most vulnerable populations. At minimum, current funding levels must be protected from further decreases.</p>	Jacky Morales-Ferrand / Wayne Chen -Housing
<p>Support Legislation and Secure Funding Sources to End Homelessness - During the most recent biennial homeless census and survey conducted in January 2013, census workers found 4,770 homeless individuals in San Jose. For the City, this represents a 16% increase from the number identified in the 2011 census, when 4,034 individuals were counted. Out of the total 4,770 persons, 77% were</p>		X	X		If federal resources for homelessness were increased, it could increase our community's ability to rapidly house the homeless. HEARTH	<p>CSJ Request:</p> <ol style="list-style-type: none"> 1. Support legislation and efforts that provide resources for permanent supportive housing. 2. Support legislation and efforts that provide local housing authorities with additional 	Jacky Morales-Ferrand / Wayne Chen -Housing

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<p>living in creeks, riverbeds, in cars or other vehicles, or on the street on a per capita basis, this gives San Jose one of the largest unsheltered populations of any major city in the United States. The City's priority is to end homelessness through the provision or facilitation of permanent supportive housing infused with services.</p> <p>Recent homeless encampment issues have brought focus on the urgent need to provide housing to our community's most vulnerable so as to not only help them, but also to avoid other public costs and problems associated with encampments.</p> <p>Further, the HEARTH legislation proposes to streamline the delivery of federal programs to the homeless. Additional funding however is needed to implement these changes.</p>					<p>also presents opportunities to coordinate care more efficiently, minimizing costs and maximizing benefits to the target population in Santa Clara County.</p>	<p>Section 8 housing choice vouchers, which have proven to be an effective means of housing the homeless.</p> <p>3. Advocate for funding programs serving the homeless or those in danger of homelessness, including HEARTH, Emergency Shelter Grant, HOPWA, HOME, and VASH housing vouchers for veterans.</p> <p>Consequences/Results:</p> <p>Without additional resources to house our most vulnerable populations, we will continue to see an increase in the number of people living on the streets. Furthermore, it will result in an increased cost on our social services systems, as numerous studies have shown that it is far more costly to have the homeless living precariously on the streets than living stably in permanent housing.</p>	
<p>Tax Credit Support and Reform—Tax reform could threaten several programs that San José relies upon to meet the housing needs of its local renters, owners and potential homeowners. In addition, the City needs new programs to help fill the place of Redevelopment's elimination. These tax-related programs include:</p> <ol style="list-style-type: none"> 1. <u>Low-Income Housing Tax Credit (LIHTC) Program</u> – This program is regarded as the country's largest contributor to affordable housing. Support bills that maximize the amount of tax credits and that provide flexibility to jurisdictions to meet their housing local needs. 2. <u>Mortgage Interest Deduction (MID)</u> – Changes are being considered to the mortgage interest deduction, which could adversely impact current owners and potentially drive them into 	Federal	X	X		<p>LIHTCs have hundreds of millions in provided private sector equity dollars to more than 12,000 affordable housing units built in San Jose since 1986. The City has also acted as bond issuer for 60 affordable housing deals providing 6,600 affordable housing units. The bond administration fees generated by this</p>	<p>CSJ Request:</p> <ol style="list-style-type: none"> 1. Ensure that tax credit reform preserves LIHTCs and bonds in a way that allocates greater resources to areas targeted for significant growth and need such as San José. 2. Support LIHTC bills that maximize the amount of equity available to projects and enhance predictability for the development community. 3. Ensure that any changes to the MID enable families to attain and maintain their homeownership, do not adversely affect high- 	Jacky Morales-Ferrand / Wayne Chen -Housing

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<p>foreclosure. Changes could also disproportionately hurt high-cost cities like San José if caps are imposed on households' incomes or home values eligible for the deduction.</p> <p>3. <u>Tax-exempt Bonds</u> – Tax reform could reduce or eliminate the ability for municipalities such as San José to issue tax-exempt bonds to provide low-cost financing for affordable housing projects. This is a very important tool and needs to be protected.</p> <p>4. <u>Federal Renters Tax Credit</u> – This new proposed program would provide a 15-year tax credit to owners or lenders to supplement the LIHTC and provide additional private equity to affordable housing projects, to help take the compensate for declining local, federal and state subsidies.</p> <p>5. <u>New Markets Tax Credit Program</u> – This program was established to spur new or increased investments into operating businesses and real estate projects located in low-income communities. This is an important tool to facilitate investments in order to strengthen lower-income communities and spur economic resiliency.</p>					<p>important program provide more than \$900,000 per year to the Housing Department. In addition, provision of low-cost financing through tax-exempt bond issuances is one way to control development costs of affordable housing, which is of paramount importance at this time of subsidy scarcity.</p>	<p>cost areas, and capture any significant tax savings to fund affordable housing & neighborhood programs, such as through the National Housing Trust Fund.</p> <p>4. Protect the tax-exempt bond program and the amount of bond cap awarded.</p> <p>5. Support the Federal Renters Tax Credit proposals and legislation in a way that works for high-rent cities such as San José and that provides predictability for lenders.</p>	
<p>Federal Programs and Funds to Facilitate Fair Housing and Equitable Development – San José continues to support fair housing efforts to reduce housing discrimination and the impacts of foreclosures on households. Additionally, fair housing includes equitable development that seeks to preserve the supply of affordable housing, to mitigate displacement, and to increase the supply of affordable housing in strong markets. The City should continue to support legislation/programs that furthers fair housing, that reduces the barriers to housing opportunity, and that facilitates the preservation of and increase in housing opportunities in San Jose's priority growth areas. The federal Department of Housing & Urban Development has issued a proposed rule on the Assessment of Fair Housing, which would also impact Consolidated Planning efforts of local jurisdictions. Continue to engage with HUD and other</p>	Federal	X			<p>This could result in millions of dollars to help families that are going through the foreclosure process and to help neighborhoods that continue to be adversely affected from past foreclosures.</p>	<p>CSJ Request: Support legislation and other efforts to advance fair housing and equitable development, including but not limited to:</p> <ol style="list-style-type: none"> 1. Helping protect homeowners and tenants from evictions; 2. Assisting homeowners with foreclosure prevention program to prevent or mitigate the impacts of foreclosures; 3. Keeping homebuyers in their homes through temporary mortgage payment assistance ; 5. Providing new resources for local governments to stabilize neighborhoods— 	<p>Jacky Morales-Ferrand / Wayne Chen -Housing</p>

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federal departments as necessary in order to ensure fair housing resources and beneficial policies for San Jose.						<p>including commercial buildings and neighborhood facilities-- impacted by foreclosures.</p> <p>6. Advocating for funding for programs related to equitable development, anti-displacement, housing preservation, and increasing housing supply and opportunities across income levels, especially in strong markets.</p> <p>7. Engaging in federal fair housing and Consolidated Plan revisions and policymaking processes, such as Affirmatively Furthering Fair Housing (AFFH) efforts currently being undertaken by HUD.</p> <p>Consequences/Results: By not mitigating the results of the foreclosure crisis, more families will lose their homes, home values and property tax revenues will be suppressed, neighborhoods will deteriorate, and lower-income tenants will be displaced.</p>	
<p>Ensuring that HUD regulations work for San José – HUD issues Fair Market Rents and defines Difficult to Develop Areas. Both of these definitions have real impacts on the ability to create new affordable units, and on the effective administration of housing vouchers in our high-cost market.</p> <p>1. Losing San José's DDA designation reduces millions in LIHTC equity that could otherwise support affordable housing developments, thereby increasing need for local subsidy or not having the deal proceed.</p> <p>2. Artificially-low FMRs cause the removal of San José from DDA status, and low FMRs also inhibit rental vouchers' usage in high-rent areas such as San José, thereby limiting effectiveness of</p>	Federal		X		<p>Losing San José's DDA designation reduces millions in LIHTC equity that could otherwise support affordable housing developments, thereby increasing need for local subsidy or not having the deal proceed.</p>	<p>CSJ Requests:</p> <p>1. Track and advocate against small area DDAs and FMRs.</p> <p>2. Advocate for formula changes with HUD staff for both FMRs and DDAs to better reflect expensive and fast-increasing rent markets such as San José.</p> <p>Consequences/Results: Without these fixes, San José will not be able to effectively use federal programs, hurting our ability to</p>	Jacky Morales-Ferrand / Kristen Clements – Housing

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tenant-based rental assistance programs.						serve lower-income people.	
<p>Changing the federal poverty line to a standard that recognizes high-cost areas - Eligibility for many assistance programs, including federal entitlement funding (such as CDBG), is at least partially based on Federal Poverty Levels. The federal poverty line was originally created in 1964 and was adopted in order to develop a national standard to measure how much it (minimally) costs to cover the cost of food. The Federal Poverty Level does not adequately represent the cost of living for today's working parents, who must pay for food, child care, housing, transportation, and health care.</p> <p>The current federal poverty level for the nation is about \$22,000 per year for a family of four. According to figures released by the Census Bureau in 2010, using this number, the poverty rate in Santa Clara County is about 9.1%. However, \$22,000 is 21% of the current median income for a family of four in Santa Clara County (105,000), which is insufficient to pay for basic needs like housing, food, childcare, healthcare, and transportation. The Self-Sufficiency Standard indicates that a local family of 4 with 2 school-age children needs to earn more than \$59,000 to pay for basic costs and be self-sufficient.</p> <p>Because the federal government gives more weight to poverty line and less to true need, high-cost areas like San José and residents throughout California lose out on vital services; what's more, using the federal poverty line underestimates the true number of households that are struggling to make ends meet.</p>	Federal		X	X	Unknown, but would likely result in thousands of more families in San Jose qualifying for aid and receiving more federal funding.	<p>CSJ Requests:</p> <ol style="list-style-type: none"> 1. Advocate and support legislation that reforms the federal funding formulas, which rely too much on poverty indices as determiners of "need." 2. Support advocacy efforts that promote replacing the Federal Poverty Line with a better measure such as the Supplemental Poverty Measure or the Self-Sufficiency Standard. 3. Build coalitions of support with the County, Step Up Silicon Valley, the areas' nonprofits (including United Way), and other high-cost jurisdictions that have an interest and concern about this issue. <p>Consequences/Results: By changing the poverty standard, San José and its residents would receive more federal dollars to assist with many direct assistance programs.</p>	Jacky Morales-Ferrand / Wayne Chen -Housing

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Parks, Recreation and Neighborhood Services - Pursue Funding for Parks and Recreation							
Enhance Outdoor Recreation Opportunities through the Land and Water Conservation Fund (LWCF): Support the reauthorization of the Land and Water Conservation Fund, including full and dedicated funding. Specifically advocate for the following: <div><div>1. Allocate a minimum of 40 percent of LWCF appropriations to the State Assistance Program;</div><div>2. Maintain the State Assistance Program's distribution formula in its current form; and</div><div>3. Allocate \$15 Million in funding for the UPARR in FY 2015 out of total LWCF appropriations</div></div>	Federal	X	X	X	If 40% of LWCF allocation was appropriated to states then CA would receive upwards of \$10 Million annually for parks and recreation projects.	CSJ Request: The LWCF is scheduled to expire in 2015. Need Senate and local champions	Matt Cano, PRNS
Community Parks Revitalization Support the passage of, the Community Parks Revitalization Act if introduced in 2015-2016 session. This legislation will revise and update the Urban Parks and Recreation and Recovery Program (UPARR) by authorizing matching, federal grants to enable communities to better leverage resources to address health, economic development and conservation concerns through needed investments in parks, recreational areas, facilities, and programs. Additionally, it would authorize an innovative financing mechanism, the Park Infrastructure Innovative Financing Act that would provide low interest government loans to park and recreation infrastructure projects.	Federal	X	X	X	Unknown	CSJ Request: Request local Representatives to support bill if introduced in 2015-2016 session.	Matt Cano, PRNS
Personal Health Investment: Support the Personal Health Investment Today (PHIT) Act. The bill amends the Internal Revenue Code to allow a medical care tax deduction for up to \$1,000 (\$2,000 for married couples) of qualified sports and fitness expenses. One would be able to use their pretax medical expenditure accounts known as Flexible Spending Accounts and Health Savings Accounts on preventative physical activity fees, such as membership at a recreation or fitness facility, youth and adults supports league fees, exercise classes, youth camps, martial arts and other physical	Federal	X	X		Unknown	CSJ Request: Request local Representatives to co-sponsor bill.	Matt Cano, PRNS

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activities.							
Child Nutrition Act: Support passage of the FY 2015 Reauthorization of the Child Nutrition Act / Health, Hunger-Free Kids Act, which would authorize continued funding of the Summer Food Service Program and the Child and Adult Care Food Program by the Department of Agriculture. These programs provide free meals to low income children while school is out of session. Parks and Recreation agencies are the largest public provider of healthy meals and snacks to children outside of schools.	Federal	X		X	If not reauthorized, PRNS will have to incur meal costs for summer programs	CSJ Request: During the summer of 2014, PRNS was reimbursed for over 10,000 meals served to children. Request local Representatives to support the Child Nutrition Act	Suzanne Wolf – PRNS
Violence Against Women Reauthorization Act of 2013 (VAWA): Pursue funding for programs that prevent domestic violence, dating violence, sexual assault, and stalking by taking a comprehensive approach that focuses on youth, children exposed to violence, and men as leaders and influencers of social norms (SMART Prevention grants)	Federal	X		X	Unknown, but San Jose is in a good position to receive grants to expand female specific services.	CSJ Request / Results: The amended VAWA of 2014 authorizes appropriations for FYs 2014-2018 for grants that support numerous initiatives related to the reduction of violence against women. Staff will continue to actively monitor and pursue grant opportunities that aim at reducing youth violence.	Suzanne Wolf – PRNS
Ensure Public Safety							
Bullet Proof Vest Grant Program: Funding has been reduced for the Bullet Proof Vest Grant program. Additionally, the current Guidance/Program overview states “Small Jurisdiction Priority Funding: Current legislation places the priority on funding jurisdictions	Federal	X			\$100,000	CSJ Request / Results: The City should support changes in the program to equalize the distribution of funds and allocate some portion of funding to larger agencies.	Heidi York / Lt. Anthony Mata – Police Fiscal Unit

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with less than 100,000 residents. Remaining funds are distributed to a pro rata basis to jurisdictions over 100,000." With program funding being cut and the provision for small jurisdictions, larger law enforcement agencies have received little or no funding for bullet proof vests.							
Funding for Implementation of Officer-Mounted Video/Audio Devices: The Police Department is in the process of conducting a pilot program with an on-officer camera system. The City and Department understand the importance of this type of technology to enhance the capabilities of front line law enforcement and ensure accurate and truthful record of events.	Federal				\$800,000	CSJ Request: \$800,000 in Federal Funds Consequences/Results: This technology would enhance the capabilities of front line police officers in capturing contacts with member of the community.	Lt Anthony Mata - Research and Development Unit
Funding for data analytics including technology and staffing for law enforcement agencies: The Department is planning to implement analytic and data mining software that will assist officers in the field with providing them predictive information as well as historical data in order to better identify crime patterns.					\$300,000	CSJ Request: \$300,000	Cecil Lawson / Lt. Anthony Mata – Police Bureau of Technical Services
Funding for Human Trafficking: Since 2006, the Department has coordinated a multi-county, multi-agency, anti-human trafficking task force through funding from the US DOJ/BJA. The task force's objective is to identify and rescue victims of human trafficking, training law enforcement and raising public awareness. This task force has served as a model for similar programs nationwide.		X			Unknown	CSJ Request: Funding for law enforcement programs and staffing has been substantially reduced at the federal level. Additional funding is needed to enhance this program, add staffing and upgrade technology.	Heidi York / Lt. Anthony Mata – Police Fiscal Unit

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Restore funding to programs that support public safety and oppose further cuts to these programs: COPS Technology, Child Sexual Predator Programs, Human Trafficking		X				CSJ Request: Funding for law enforcement programs and staffing has been substantially reduced at the federal level. Additional funding is needed to enhance programs, add staffing and upgrade technology.	Heidi York / Lt. Anthony Mata – Police Fiscal Unit
Deploy the Nationwide 700 MHz – Interoperability Public Safety Broadband First Responders Authority Network (FirstNet): The 2012 Middle Class Tax Relief and Job Creation Act dedicated \$7 billion of proceeds from spectrum auctions to build a nationwide, interoperable public safety broadband network and reallocated the D-Block Spectrum to Public Safety. In addition, \$135M is dedicated to support a State and Local Implementation Fund and \$250M for NG9-1-1. Costs are expected to increase given implementation timeframe.	Federal			X	Public Safety Agencies will not be required to become users on the NPSBN.	The National Public Safety Broadband Network (NPSBN) is estimated to cost over \$30 Billion. San Jose will continue to support the BayRICS General Manager who is the primary Bay Area representative at the State and Federal levels. San Jose will continue to attend BayRICS, CalOES and FirstNet meetings to monitor progress towards the completion of this network.	Jeff Blau – CMO Interoperability Manager
Maximize Transportation Funding							
MAP 21 Reauthorization: with the passage of a short-term program through May 2015, Congress will need to address the reauthorization of MAP-21 after the November 2014 election. A new Federal transportation policy is needed to support the financing of transportation system maintenance, operations and enhancement. Areas of interest include: Transportation Funding Level and User Fees, Fix-it-First policies, safety improvement goals and innovative Transportation Projects	Federal	X	X		MAP-21 is the most recent surface transportation authorization bill and provides the framework for national transportation policy and funding.	CSJ Request: Advocate for a long-term surface transportation authorization that supports the City's objectives related to infrastructure condition, safety, multi-modal mobility, economic development and environmental sustainability. Key policy issues include: adequate and sustainable funding, focus on maintenance and safety, support for intercity transit (e.g., BART and High-Speed Trains), delegated authority to local/regional level for local investments, and R&D support for new technology and for providing opportunities to decrease traffic fatalities	Hans Larsen – DOT

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Transportation Innovation: The City of San Jose has been a leader in the development of innovative policies including the Transportation Innovation Zone. The Transportation Innovation Zone creates a "living lab" for emerging transportation technologies centered in North San Jose. Potential opportunities for demonstration projects include: Self-Driving Vehicles, Solar Streetlights, EV Charging, Smart Cars / Smart Signals and Automated Enforcement.	Federal		X		The Transportation Innovation Zones can attract economic development to the North San Jose Area	CSJ Request: Advocates for policies and funding that support the activities of the North San Jose Transportation Innovation Zone.	Hans Larsen – DOT
BART to Silicon Valley: The Santa Clara Valley Transportation Authority (VTA) is continuing development of a project to extend BART services to Silicon Valley, with station stops located in the cities of Milpitas, San Jose and Santa Clara. The project is divided into two phases. Phase 1 extends BART from Fremont to Berryessa and is scheduled to open in 2017. Phase II completes the project through Downtown San Jose and into the City of Santa Clara	Federal			X	Federal funds are required to move the project forward.	CSJ Request: City policy priority action is to: <ul style="list-style-type: none"> • Support VTA's federal appropriations requests through the New Starts Program for BART Phase 1 project • Support VTA's efforts as it prepares the project in order to negotiate with FTA regarding BART Phase II • Support early investment in downtown infrastructure (e.g. Diridon Station box) that supports Phase II 	Hans Larsen – DOT
Commute Benefits: Currently, an employer in the United States may provide transportation benefits to their employees that are tax free up to a certain limit. Of the number of options, transit passes are limited to \$130 per month, unlike the limit for qualified parking, which is \$250 per month. In the past Congress has passed legislation that equalized the parking and transit benefit so that the transit benefit was equal to the parking limit per month	Federal		X			CSJ Policy Request: Advocate for the passage of legislation that increases the transit benefit to match that of the parking benefit.	Hans Larsen - DOT

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		A	B	C			
Airport							
<p>Support the passage of legislation that requires transportation network companies (TNCs) to:</p> <p>1. Have adequate Business Automobile Liability Insurance; and</p> <p>2. Conduct rigorous background checks on TNC-affiliated drivers.</p> <p>Oppose Legislation to:</p> <p>1. Reduce or eliminate the Airport's authority to require permits and fees for companies providing ground transportation services at the Airport.</p>			X		Unknown	<p>CSJ Request: For the sake of passenger and general public security and safety and responsible business practices, TNCs should be required to: 1) have adequate commercial liability insurance; 2) conduct background checks on their drivers; and 3) meet local permitting and fee requirements for ground transportation companies.</p> <p>Consequence/Results TNCs that do not meet the aforementioned requirements and yet continue to operate are: 1) not operating responsibly to cover potential liability for any harm they cause to life and/or property; 2) posing an unnecessary risk to passenger and public safety and security; and 3) costing the City regulatory fees and revenue for conducting business on City property.</p>	Jim Webb / Bob Swensen, Airport
Environmental Services – Advance Environmental Incentives							
<p>Support Full Funding of the City/County Payment Program and Other Recycling Programs: Support legislation that maintains the solvency of the Beverage Container Recycling Fund and guarantees continued or expanded support for the City/County Payment Program and for grants to the San Jose Conservation Corps</p>	State	X			<p>State funds at risk: The City received City/County payments of about \$255,000 per year.</p> <p>The SJCC received grants of about \$1.7 million per year since 2000; the FY 2012-2013 grant fell to \$1,366,050</p> <p>The City's three recycling contractors</p>	<p>CSJ Request: State legislation that protects and expands dedicated funds for recycling programs and litter control and other environmental programs.</p> <p>Consequences / Results: Avoid Beverage Container Recycling Fund cuts to City and SJCC recycling programs of up to 100%</p>	Jo Zientek – Environmental Services

LEGISLATIVE PRIORITY	TYPE	A. Revenue Enhancement B. Public Policy Change C. Appropriation Request			POTENTIAL FISCAL IMPACT	SCHEDULE / MILESTONES	LEAD STAFF / DEPT
		A	B	C			
					receive a large but unknown amount of support from the Beverage Container Recycling Fund		
Housing - Secure Housing Program Funds and Resources							
<p>Support New & Existing Financing Tools for Local Governments to Maximize Resources for Economic Development, Affordable Housing, and Sustainable Development – In an effort to balance the State of California's FY 2011-12 Budget, Governor Brown proposed and was successful in dissolving the State's Redevelopment Agencies. As a result, this has eradicated a critically important tool that enables cities to retain and attract local businesses, build our City's infrastructure, and provide reasonably priced housing for local families and households.</p> <p>The City will support legislation and policies that support downtowns and neighborhoods, direct infrastructure projects to strengthen low-income communities, create affordable housing, facilitate transit-oriented development, and stimulate job creation. These new financing tools are necessary so that local governments can fund these valuable activities. Existing tools may also need to be reviewed/updated in order to align with current realities, maximize program benefits, and provide jurisdictions with flexibility to respond to local needs.</p>	State	X	X			<p>CSJ Request:</p> <p>Follow, support, and shape legislation/policy/programs, including but not limited to:</p> <ol style="list-style-type: none"> 1. Cap-and-Trade: Revenues from Cap-and-Trade represent a significant opportunity to align potential funding sources with several of the City's existing goals around job creation, transportation, housing, and a reduced environmental footprint. 2. Voter threshold bills 3. Programs that fund affordable housing near transit, including required infrastructure costs <p>Consequences/Results: Without additional tools to help fund the construction of affordable housing, it will not be possible to keep pace with the demand for housing units. New funding mechanisms are direly needed given that new redevelopment funds for affordable housing has been eliminated.</p>	Jacky Morales-Ferrand / Wayne Chen -Housing with OED, PBCE, DOT

LEGISLATIVE PRIORITY	TYPE	A. Revenue Enhancement B. Public Policy Change C. Appropriation Request			POTENTIAL FISCAL IMPACT	SCHEDULE / MILESTONES	LEAD STAFF / DEPT
		A	B	C			
Permanent Source – SB 391, known as the California Homes and Jobs Act or the permanent source bill, was held in the Assembly Appropriations Committee and failed to reach the Governor's desk. The bill would have used document recording fees to fund the State's empty Housing Trust Fund. This legislation would have created an estimated \$500 million per year in funding for affordable housing statewide, providing a partial solution to the depleted State Proposition 1C bond funds and the former redevelopment affordable housing funds. A new version of this bill may be introduced in the next legislative session.	State	X			Depending on the criteria for distributing the funds, it could result in millions in revenue for San José's affordable housing programs.	CSJ Request: Closely monitor and support legislation pertaining to the creation and implementation of a new permanent source of funding for affordable housing. Support proposals that equitably direct funds to large jurisdictions by formula or need, and support the use of funds for new construction and rehabilitation of existing rental affordable units affordable to extremely-low and very low-income families. Support legislation/programs that direct funding to cities performing their fair share housing needs and that link to AB 32/SB 375. Consequences/Results: The creation of this program could result in a significant amount of revenue to fund the City's affordable housing programs, which is critical given the potential elimination of redevelopment funds for affordable housing.	Jacky Morales-Ferrand / Wayne Chen -Housing
Inclusionary Housing – The legal case <i>Palmer/Sixth Street Properties vs. the City of Los Angeles (2009)</i> called into question the legality of inclusionary housing requirement on rental housing projects. Governor Brown vetoed AB 1229 (Atkins) which would have restored the ability of local jurisdictions to enact inclusionary housing programs as a condition of development approval. Additionally, <i>CBIA v. City of San Jose</i> will be heard by the CA Supreme Court on appeal by CBIA. San Jose will continue to seek opportunities to regain local control with regards to inclusionary housing in order to fully implement the City's Inclusionary Housing policy and Citywide ordinance, as well as other potential mechanisms that can facilitate the location of affordable housing in priority development locations.	State	X	X		Overturning Palmer could result in tens of millions of dollars coming to the City in the form of inclusionary in-lieu fees.	CSJ Request: Closely monitor and support legislation pertaining to Inclusionary Housing with respect to requirements for rental projects or other tools that facilitate affordable homes near jobs, amenities, and infrastructure. Consequences/Results: The creation of this program would return local control to San Jose and could result in a significant amount of revenue to fund the City's affordable housing programs and program staff. This is critical given that the elimination of redevelopment agencies removed what was once the most vital tool for affordable housing.	Jacky Morales-Ferrand / Wayne Chen -Housing

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		A	B	C			
Fair housing and equitable development – San José continues to support fair housing efforts to reduce housing discrimination and the impacts of foreclosures on households. Additionally, fair housing includes equitable development that seeks to preserve the supply of affordable housing, to mitigate displacement, and to increase the supply of affordable housing in strong markets. The City should continue to support legislation that furthers fair housing, that reduces the barriers to housing opportunity, and that facilitates the preservation of and increase in housing opportunities in San Jose's priority growth areas.	State	X	X			<p>CSJ Request: Closely monitor and support legislation programs or potential funding pertaining to foreclosures and resources to help with affected households.</p> <p>Consequences/Results: Such legislation would help protect families from housing discrimination and increase housing opportunities across a range of incomes in San Jose's key growth areas.</p>	Jacky Morales-Ferrand / Wayne Chen - Housing
Homeless Prevention & Response – the City of San Jose has experienced a rise in homelessness and the number of homeless encampments as a result of the most recent economic recession from 2007-09. This recession resulted in significant job losses and the reduction of resources for local governments to respond to homelessness. Legislation that would allow the City to respond to immediate homeless response activities, as well as longer-term solutions to provide permanent supportive housing, would enable San Jose to provide a comprehensive approach to ending homelessness.	State	X	X		Legislation could result in increased resources to San Jose to respond to its homeless issues, as well as potentially save the City and County millions in reduced police, emergency room, environmental, etc expenses as a result of homelessness.	<p>CSJ Request: Closely monitor and support legislation and programs that would provide the City additional resources to respond to our homeless issues, such as a Statewide Interagency Council on Homelessness. Shape program details and implementation for the Veterans Housing and Homeless Prevention Program funded through Proposition 41</p> <p>Consequences/Results: Legislation could facilitate the City's ability to respond to homeless issues in order to provide homeless individuals and families permanent housing, to protect the environment, and to facilitate economic development.</p>	Jacky Morales-Ferrand / Wayne Chen - Housing

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		A	B	C			
Housing, Healthy & Resilient Communities and Infrastructure – There are increasing partnerships and efforts to link housing, health & resilient communities and infrastructure together. Additionally, programs like MTC's OBAG transportation funds and HCD's Housing Related Parks Program distribute funds based in part on a jurisdiction's commitment to and production of affordable housing. It is anticipated that new programs in the future will further and strengthen the connections between housing, health, resilience and infrastructure.	State	X	X		Legislation could result in increased resources to San Jose to link housing and healthcare outcomes. Healthier communities may also decrease household spending on medical expenditures and increase the purchasing power of families to support the local economy. Healthier communities may also reduce local government expenditures on healthcare and emergency responses.	CSJ Request: Closely monitor and support legislation and programs that would allow the City to link resources for healthy communities and infrastructure to housing programs and to facilitate resilient communities. Consequences/Results: Legislation could facilitate the City's ability to create healthier, more resilient communities in support of San Jose's General Plan and Housing Investment Plan.	Jacky Morales-Ferrand / Wayne Chen - Housing
Parks, Recreation and Neighborhood Services – Pursue Funding for Parks and Recreation							
Support State Parks and Resource Bond: Support legislation that results in a parks bond that establishes a per capita grant programs, and the enactment of state policies that encourage or incentivize local and regional park sustainability efforts.	State	X	X	X	If voter approved, City will invest in the following but not limited to: new parks, particularly in park poor communities; restore and renovate existing parks and community centers,	CSJ Request / Results: It's likely a similar bill will be introduced that will provide a framework to reinvest in state and local park infrastructure and will establishing a "Per Capita" grant program which will permit local entities to address park, open space, and recreation facility priority needs. The bill may also call for reinvestment of parks in park poor and disadvantaged communities through the	Steve Hammack - PRNS

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		A	B	C			
					expand trails that connect the south bay with the peninsula	restoration of the Statewide Park Program.	
Vehicle Registration Fees: Surcharge for Bicycle Infrastructure Recently chaptered bill SB 1183 (DeSaulnier) authorizes a city, county or regional park district to impose and collect, as a special tax, a motor vehicle registration surcharge of not more than \$5 for bicycle infrastructure purposes until January 1, 2025.			X		If the special tax measure received 2/3 voter approval of a city, county, or a regional park district, bicycle tax revenues could be used for improvements to paved and natural surface trails and bikeways including existing and new trails, and for associated maintenance purposes.	Coordinate with DOT and possible stakeholders.	Matt Cano – PRNS Hans Larsen - DOT
Trails - Seek funding through the State Active Transportation Program (ATP) to support the expansion of trails, paths and bikeways.	State	X		X	Funds are required to advance trail development	CSJ Request / Results: DOT and PRNS have submitted a grant proposal for the design and construction of the Coyote Creek Trail from Watson Park (101) to Mabury (Berryessa BART station). NOTE: The ATP's consolidation of state and federal grant funds to form ATP have created challenges, as NEPA requirements have to be considered when submitting cost and timeline estimates. The stringent and costly NEPA requirements make it difficult for trail project to compete with other smaller non-trail developments or improvement projects.	Matt Cano, PRNS

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		A	B	C			
Chronic Truancy and Absenteeism: Support a companion bill to recently chaptered bills AB 1643 (Buchanan) and AB 1672 (Holden) that seek to improve California's system of School Attendance Review Boards (SARBs). Upgrades to SARBs include improving the membership of County SARBs, and providing local governments more information on the outcomes of local SARB interventions so they can direct resources to the most effective programs. A companion bill ought to target funding towards effective intervention programs at the local level.	State	X	X		Unknown	CSJ Request / Results: The Attorney General's Office has convened a panel of district attorneys, nonprofit advocacy and social justice organizations and educators to form the Truancy Intervention Panel (TIP) to improve outcomes for students entering SARB proceedings, participating in mediations with district attorney offices, and for those parents facing prosecution. TIP will create a best practices guide for agencies engaged in those initiatives. San Jose's participation is essential. The Truancy rate in Santa Clara County in 2012-2014 was 15.48% accounting for more than \$21.9 million in lost ADA funding.	Angel Rios - PRNS
Ensure Public Safety							
Funding for Calgang Computer Network: Calgang is a critical statewide information system that is used throughout the state by local and state law enforcement agencies and prosecutors. The funding of the overall system maintenance has been at the state level. New funding allocations in addition to CALEMA should be sought to continue funding this system.	State			X	Calgang computer network maintenance cost of \$300,000 is shared among the users.	CSJ Request: \$20,000 in State Funds to cover San Jose's cost for Calgang maintenance.	Lt Larry Ryan / Gang Investigations Unit
Maximize Transportation Funding							
Transportation Funding: The generation and the protection of transportation funds is necessary to provide a safe, efficient and well maintained transportation system. The continued decrease in the value of the Gas Tax has put pressure on transportation organizations	State		X		The City currently has a \$587.0 million backlog of transportation	CSJ Request: City policy priority action to support legislation and activities that: - Allow for the passage of revenue	Hans Larsen DOT

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		A	B	C			
and local agencies to find ways to increase transportation funding to preserve these vital funds.					deferred maintenance. Flexibility in funding options are needed to address the City's infrastructure needs	generation opportunities with a less than two-thirds majority vote. <ul style="list-style-type: none"> - Allow for the generation of revenues through user fees, assessments and vehicle license tax / surcharge. - Support pilot programs that support the use of technology to generate revenues. 	

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		A	B	C			
Environmental Services – Advance Environmental Initiatives							
Support Funding for Energy Efficiency, Carbon Reduction and Other Activities that Support Implementation of the City's Green Vision – Support legislation that is consistent with the City's current and new Environmental policies and practices and provides funding to further these policies and practices.	State / Federal	X			Unknown	CSJ Request: Federal and State legislation that is consistent with the City's Green Vision strategy and provides funding to promote these polices and practices. Consequences / Results: Help address pursuing the Green Vision goals to transform San Jose into an environmentally sustainable community.	Kerrie Romanow, Environmental Services
Conversion Technology: Support passage of State and Federal legislation and regulations that would establish a clear pathway to encourage the development of conversion technologies; including clarification of the definition of conversion technologies, clear permitting pathways, incentives and funding structures for demonstration and deployment, and ensuring they qualify for appropriate incentives for producing renewable energy, reducing landfill disposal and producing low carbon fuels	State / Federal		X		Unknown	CSJ Request: Federal and State legislation that is consistent with the City's Green Vision strategy and provides funding to promote these policies and practices. Consequences / Results: Help address pursuing the Green Vision goals to transform San Jose into an environmentally sustainable community	Jo Zientek / Stephanie Molloy – Environmental Services
Parks, Recreation and Neighborhood Services – Pursue Funding for Parks and Recreation							
Expand services of the Mayor's Gang Prevention Task Force (MGPTF) Seek funding that supports the efforts of the MGPTF that includes the City's Youth Intervention Services and the San Jose BEST community based organizations.	State/ Federal	X		X	Unknown	CSJ Requests / Results: PRNS will continue to collect relevant data that will support the need for additional funding towards youth service and sharpen the Case Statement to secure funds.	Angel Rios, PRNS

LEGISLATIVE PRIORITY	TYPE	A. Revenue Enhancement B. Public Policy Change C. Appropriation Request			POTENTIAL FISCAL IMPACT	SCHEDULE / MILESTONES	LEAD STAFF / DEPT
		A	B	C			
Ensure Public Safety							
Surveillance Cameras: Fixed cameras in identified crime hot spot areas to assist in identifying suspects and as a deterrent. Currently, the City has allocated \$250,000 for this project. The Department is currently developing a scope and implementation plan.	State/ Federal	X			Unknown/to be determined.	CSJ Request: Funding for surveillance cameras aimed at crime hot spots. This will assist in identifying suspects in these areas as well as serving as a crime deterrent.	Lt. Anthony Mata/ Research and Development Unit
Transportation – Maximize Transportation Funding							
VTA Partnership – The Santa Clara Valley Transportation Authority (VTA) is the Congestion Management Agency (CMA) as well as the Transit Agency for Santa Clara County. In its role as both the CMA and Transit Agency, VTA is responsible for the development/funding of transit and roadway projects that are of a high priority to the City of San Jose. These projects include: <ul style="list-style-type: none">- BART to Silicon Valley- Bus Rapid Transit (BRT) and Light Rail extensions (including Capitol LRT), and Caltrain enhancements- Highway Express Lanes- Freeway Improvements, including interchange improvements at 101/Mabury, 280/Winchester and 101/Blossom Hill- North San Jose gateway improvements at 101/Trimble, 101/Zanker, 880/Charcot, 880/Montague, and 237/First- Local Road Improvements, including Autumn Parkway, pavement maintenance and operational improvements	State/ Federal	X		X		CSJ Request/Results: City Policy priority action is to: <ul style="list-style-type: none">- Support policies that promote the development of key projects in Santa Clara County. Support VTA's efforts to seek state and federal funding for VTA projects of high priority to the City	Hans Larsen DOT

LEGISLATIVE PRIORITY	TYPE	A. Revenue Enhancement B. Public Policy Change C. Appropriation Request			POTENTIAL FISCAL IMPACT	SCHEDULE / MILESTONES	LEAD STAFF / DEPT
		A	B	C			
Federal and State Funding: California's cities are struggling to meet their local infrastructure needs. In the City of San Jose, the five-year unfunded needs for Transportation Infrastructure is \$587 million with annual ongoing unfunded needs identified at approximately \$85.5 million. The City's backlog needs include: <ul style="list-style-type: none"> - Pavement Maintenance – \$434 million - ADA Curb Ramps – \$59.4 million - Signals/Signs/Markings/Street Lights – \$43.6 million - Bridge Rehabilitation – \$30 million - Trees/Landscaping – \$20 million 	State / Federal	X		X	Transportation continues to face severe deficits as a result of declining Gas Tax revenues due to reduced fuel consumption. If funding levels are not increased, the backlog will continue to escalate.	CSJ Request/Results: - City Policy priority action is to: <ul style="list-style-type: none"> - Support legislation / policies that facilitate new transportation funding mechanisms, to offset declining gas tax revenues associated with mandated improvement to fuel efficiency. - Support State and federal transportation funding mechanisms and support legislation to reduce the approval of taxes and bonds for transportation and infrastructure funding measures to less than two-thirds majority. 	Hans Larsen DOT
Innovative and Green Technologies: The surface transportation system is a large user of energy. More than 40 percent of greenhouse gas emissions in Santa Clara County come from cars, trucks, buses and other vehicles. San Jose has been a leader in the development of innovative policies including the Green Vision, the Demonstration Partnership Policy and the North San Jose Transportation Innovation Zone. The Transportation Innovation Zone creates a "living lab" for emerging transportation technologies.	State / Federal	X	X			CSJ Request/Results: - City Policy priority action is to: <ul style="list-style-type: none"> - Advocate for policies that foster new technologies that are consistent with the City's innovation policies, which are environmentally friendly and support the development of emerging technologies. - Seek funding and language for demonstration projects such as: low-energy lighting plug-in vehicle infrastructure, and other innovative transportation projects, including self driving vehicles, solar streetlights, EV-charging, smart cars / smart signals and the Automated Transit Network (ATN). 	Hans Larsen DOT

ATTACHMENT C. 2015 STATE AND FEDERAL LEGISLATIVE CALENDARS

Key State legislative Deadlines (Dates to be Determined)	First Year of the Two Year Session January – November 30, 2015
<p>January 5</p> <p>January 10</p> <p>January 30</p>	<p>Session convenes in Sacramento – As bills are introduced, City staff review bills for possible City positions through the Rules Committee/Council for recommended advocacy direction.</p> <p>Governor's Proposed 2015 Budget Introduced. Budget hearings start. City staff to analyze for possible City impacts.</p> <p>Last day to submit State Bill requests to Legislative Counsel.</p>
<p>February 27</p> <p>Mid-March through Early April</p>	<p>Last day to introduce bills.</p> <p>Annual Councilmembers advocacy trip to Capitol to meet with City's Delegation.</p>
<p>April through May 29</p> <p>Mid-May</p>	<p>Committee deadlines for bills to be heard, reported to the floor. City continues to advocate on key issues and legislation. Staff to report to Council Policy Committees bills of significance.</p> <p>Governor's May Budget Revisions released by Department of Finance.</p>
<p>June 5</p> <p>June 8</p> <p>June 15</p>	<p>Last day for bills to be reported out of house of origin.</p> <p>Committee meetings may resume.</p> <p>State Budget must be passed by midnight.</p>
<p>July 17</p> <p>August 17</p> <p>August 31-September 11</p> <p>September 11</p> <p>October 11</p>	<p>Summer Recess begins at end of day's session if Budget Bill has been passed.</p> <p>Legislature reconvenes. Council Policy Committees review bills of significance. Analysis of bills continues for possible City positions and advocacy direction at Rules.</p> <p>Floor Session only. No committees; other than Conference Committees and Rules Committee may meet for any purpose.</p> <p>Last day for each house to pass bills to the Governor's Desk. Final recess begins at end of this day's session.</p> <p>Last day for Governor to sign or veto legislation. City advocacy directed to the Governor on any pending bills of interest or concern to the City.</p>
<p>November 30</p> <p>January 1, 2016</p>	<p>Adjournment Sine Die – End of 2015 Session.</p> <p>2015 Statutes take effect.</p>

HOUSE CALENDAR

Kevin McCarthy, Majority Leader

114th Congress, First Session

JANUARY

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FEBRUARY

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DECEMBER

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